

'61 Office of Transportation
established in Housing
and Home Financing

'64 Urban Mass Transportation
Legislation to provide Major
Federal Support to
Transit Systems

'65 Eleventh Cabinet-Level
Department created Housing
and Urban Development Agency

'66 President Johnson signs
Bill giving Cabinet Status to
Transportation Department

'68 Urban Mass Transportation
Administration moves
from HUD to DOT

'68 Urban Transportation
Administration established in
DOT

'70 UMTA moves
to DOT Headquarters

'72 Regional Representatives
in 10 Cities

'73 Highway Trust Fund open
for first time to Mass
Transit Assistance

'77 UMTA moves closer to
constituents with
Decentralization of
Transit Assistance

'78 UMTA celebrates Tenth
Anniversary in DOT

'78 "Exciting times ahead"
says Secretary Adams



UMTA
TRANSCRIPT

Volume III No. 6
August 11, 1978

Formerly the UMTA
NEWSNOTES

**U.S. Department
of Transportation**

Slowly, there is developing a trickle of news coming in from the regions --but that is not enough. As we move to begin featuring each region in future issues of *Transcript*, we urge more contributions on a regular basis. So far, we have heard from Boston, Philadelphia, Atlanta, and Seattle. We need to hear from the rest of you.

Can a government agency be more than a place for jobs and pay checks? Does time build a reservoir of impressions that can be drawn upon and memorialized? This 10th anniversary issue of *Transcript* seeks to answer these questions; but only you, the reader, as an UMTA employee can really know to what extent such answers are in the affirmative. We, at *Transcript*, can say one thing for sure----that in producing the largest newspaper ever in UMTA, we found not only enough news about the tenth anniversary, but plenty of material from you. Please let us know of your interest and support.

Transcript is prepared for UMTA employees by UMTA's Office of Public Affairs.

F. Duayne Trecker, Director

Linda Teixeira
Minnie Davis
Co-Editors

Special Report: Update on 504

The 1973 Rehabilitation Act was a monumental piece of legislation affecting many key areas in the lives and fortunes of handicapped Americans. Its most important provisions were those dealing with the assurance of equal access and opportunity and requiring the Federal government to set standards for achieving that end.

Since that time, government departments have had to come up with regulations to assure that their assisted programs and supported projects meet the needs of handicapped individuals by providing reasonable and easy access and equal opportunity.

DOT has been hard at work on its regulations and on June 8, 1978, published its proposed rulemaking in the Federal Register.



"We're acted with deliberation," says Mike Bates, of the Chief Counsel's office, who has been working out the regulations. "We will be evaluating comments carefully."

So carefully, in fact are comments from the public being considered that a subsequent Federal Register notice of July 14 offers extension of the comment period to October 20, 1978. Also, an originally scheduled Washington hearing on July 26 was cancelled and replaced with a series of regional hearings commencing in early September. Hearing sites are San Francisco,

Chicago, Denver, New York, and Washington, which will host the last of the sessions at DOT headquarters.

The push, for comment from outside interests, is on. APTA has made an announcement in its Passenger Transport newsletter, and handicapped rights groups are working to make sure their views are audible and well-represented.

Among the provisions of concern to UMTA are those requiring accessibility on light rail, commuter rail, bus fleets, terminals, rapid rail and newly constructed facilities. There also are requirements for equal employment opportunity by UMTA-funded contractors to assure that handicapped individuals are not only hired, but promoted and given opportunities and mobility within their organizations.

"These are far-reaching regs," Mike Bates reports, "and there could be many changes as a result of all the activity coming up."

Key Provisions :

The following are a few key provisions in the proposed rulemaking of June 8 pertinent to UMTA.

EEO Compliance :

Those receiving transit assistance will have to make certain that they

give maximum attention to building public accessibility into their projects and operations, along with the hiring and advancement of disabled employees with the provision of reasonable accommodations to meet the specific needs of handicapped workers.

Heavy Rail Access:

Within five years, all subway trains must have one accessible car per train.

Bus Access:

Within six years, existing bus fleets should become up to 50 percent accessible during peak hours and fully accessible during off-peak times.

Light Rail Access:

New light rail systems must be accessible within one year of rule issuance; existing rail has up to 10 years to attain accessibility standards with the same criteria for peak and off-peak hours as buses.

Transit Facilities:

The time frame is yet to be determined, but the proposed periods range from 12 years to 20 or 30 years; those commenting on this are asked to consider a reasonable period for this expected costly overhaul.



IN THIS ISSUE:

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- 10th Anniversary Celebration/pg.3
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- Coming 2nd DOT Golf Tournament/pg.12
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The weather was kind as a crowd of 200 gathered in the DOT plaza for a ceremony, cake and punch to celebrate UMTA's tenth anniversary.

"This is an exciting time," said Secretary Brock Adams. "This is a beginning as we in DOT work toward a concept of moving people in systems."

Adams, along with Administrator Page and four former Administrators- Robert Patricelli, August 1975-February 1977; Carlos Villarreal, April 1969-February 1973; Paul Sitton, September 1968-April 1969; and Leo Cusick, October 1966-October 1967 joined the applauding and warm crowd to share honors to UMTA for 10 years of growth and action.

The theme set by the Secretary was one of exciting times ahead. "I know a lot of you are concerned about where we are going," he said, "but the idea of both legislation and organization being on target and together is at last here. In bringing together both UMTA and highway projects, we move toward a concept of moving people on systems."

Two advanced design buses, donated by GM and Flxible, were on display near the courtyard. People attending the party boarded the buses and examined the hydraulic lift on the GM bus, which attracted considerable attention.

The day began with a luncheon hosted by the Secretary in his Mess. There, the former administrators and Administrator Page chatted about old times and new.

Then, they came down to the crowded courtyard where UMTAn's in scores stood in the almost September-like afternoon sunshine to witness the ceremony.

Happy Birthday to All!



Secretary Adams and former UMTA administrators in the background. "You're a baby among large institutions... but there's a place for you up front," Adams said.



"Today is a new day," began Secretary Adams, who read a letter of congratulations from Senator Harrison A. Williams, (D-New Jersey) an originator of UMTA legislation and a member of the Senate Banking Housing, and Urban Affairs Committee. Adams also voiced his own long-time commitment to public

transportation, recalling his involvement with the rail demonstration programs. "The country's turned around now," he beamed, remembering tougher times.

After Adams spoke, Administrator Page singled out the former administrators who could attend and praised them, along with

Frank Herringer and John Kohl, who could not attend.

"John Kohl started with a borrowed office, a borrowed office, a borrowed phone, and just one staff member," Page reminisced. "We have come a long way since then. Today there are 600 of us on board-- we have a right to celebrate."

Page then singled out 18 special UMTA people-- those in the agency for all 10 changing years-- and presented them with certificates of merit.

Bob Patricelli, accepting the portrait unveiled in his honor which will hang on the ninth floor alongside the other past administrators, tells the audience, "It's the 18 people honored here today who should be hung."

And then there was cake and punch. Four large sheetcakes wishing UMTA a happy birthday were laid out on tables along with four punch bowls full of fruit punch. People ate, drank, and climbed aboard the buses. Many had never seen the new advanced design buses and were impressed. "UMTA's up to some pretty good things," said one, examining the UMTA-funded vehicles.

And then it was over and back to work, the whole ceremony and party taking a little over an hour. And though not everybody got cake, the Administrator included, since it went so fast, everyone seemed happy at the way things went.

"Do you think there will be other anniversaries for us?" One UMTAn wondered aloud.

(Continued on pg. 4)



Flxible Bus



GM Bus



Administrators have averaged 18 months.... that means you, Dick have six more." teases Bob Patricelli, former Administrator, as his portrait is unveiled.

Birthday (cont'd fr. pg.3)

The answer could be found in a confident Administrator and reassuring Secretary, who saw UMTA's future as being right up front in administering programs to operate a total public transportation system with people in mind. "Our aim is to move people," the Secretary repeated at the end of his speech. "And we are going to do that well."

UMTA has shown how much can be done well with a small staff. All who know UMTA, past and present, look with optimism to that tradition continuing intact in the next 10 years.



William Boswell

*They have
been working
together 10 years*



Deana Mc Daniel



Talking about old times to Administrator Page (2nd to left) are former administrators Robert E. Patricelli, Leo J. Cusick, Carlos C. Villarreal and Paul L. Sitton



THE ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

July 11, 1978

Dear Friends in UMTA:

Anniversaries are like finishing lines in track or the final outs of ninth innings in baseball---you come off the field with a sense of both achievement and relief, even if the going has been rocky. Survival is a wonderful sensation.

UMTA, though, has more than survived its first ten years in DOT and has shown it can not only grow but be flexible, something not easy to be if you're a developing bureaucracy.

In my one year with UMTA, and thanks for celebrating its birthday on July 11, my anniversary here, I have come to know an agency of committed people with a sense of pride one might not expect to find. We are at 600 in Fiscal Year 1979 and are a growing organization.

That is a great achievement. APTA has shown that popular support for mass transit is growing. And the fact that more people are becoming aware of the need and good of public transportation means good news for us in the future.

And there is a future, as Secretary Adams emphasized in his speech before us in the DOT courtyard. Indeed, we are entering a greater time of achievement when we will be more involved, not less, in fulfilling public transportation needs. Transportation systems today must include the vehicles we have worked hard to promote and develop: accessible, comfortable buses; smooth-running, convenient subways; trains that swiftly move passengers from as far as what used to be called exurbia into the downtown cities, people movers to transport passengers efficiently, and ideally integrated systems that fit the local and human needs of communities and their citizens. We are going to be much a part of that effort in the years ahead and we should, as Secretary Adams bid us, enjoy ourselves and the prospects for they are good.

We will be here for a long time.

Sincerely,

Dick

Dick Page



Standing, Left to right, are Robert Abrams, Robert McManus, Wilbur Hare, and Eugene Jackson, Seated, left to right, are Marylou Gormous, Theodore Munter, Marion Jackson and William Adams.

A Group of UMTA Veterans



Wilbur Hare

Ten year certificates of appreciation were presented to the following employees:

Robert Abrams (UTA)
Williams Adams (UTA)
William Boswell (UAD)
Franz Gimmler (Reg. 3)
MaryLou Gormous
Wilbur Hare (UTA)
Eugene Jackson (UCR)
Marion Jackson (UPM)
Deana McDaniel (UAD)
Robert McManus (UPM)
Lottie McMillan (UCC)
Theodore Munter (UCC)
Mary Murphy (UCC)
Joanna Paxson (UPP)
Vera Pegues (UPM)
Doris Scaife (UPM)
Bernadine Siegel (UTA)
Peter Stowell (Reg. 1)



Franz Gimmler

UMTA Stars

If character be destiny, then it might be worth seeing where that might lead the agency.

Dave Lasher of FRA, an astrology connoisseur, and Steve Simpson in the graphics department have provided valuable expertise in calculations and visuals to come up with a horoscope for UMTA, born 10 years ago in DOT.

True, we realize that UMTA existed before then, but not as UMTA. Let's just say it was in gestation, and since horoscopes generally deal from birth, we will place UMTA's birth at 8:30 a.m., July 1, 1968. Based on that date, here is what astrologers tell us.

You probably don't understand all those circles and boxes unless you are an expert, but the following explanation will help. Keep in mind this is cursory indeed and doesn't reflect any great assurance on the editor's part that all that's said is correct.

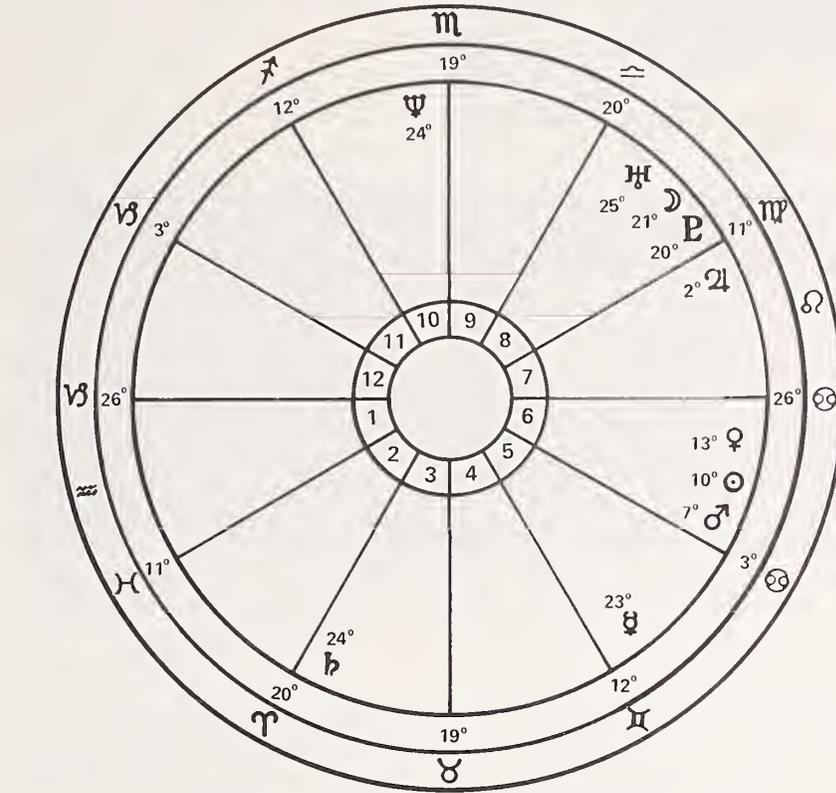
RIISING SIGN: CAPRICORN

in the first house shows projected personality or appearance before the world.

UMTA's rising sign is in Capricorn, sign of the goat, a slow and steady climber who accumulates success slowly but surely. Being almost on the cusp of Aquarius, there may be detected elements of social consciousness and high aspirations, but generally, the Capricornian trait, as influenced by the planet Saturn, is one of discipline and staunch dedication to tasks. The first house is the house of identity. This is essential to UMTA's character. UMTA is a rather conservative agency that relies on experience to build up its reputation.

SUN: CANCER sixth house

UMTA is a Cancer at the core: a sensitive agency with however, a bit of a crotchety tendency. Having the sun in the sixth house suggests a relationship between public service and essential purpose in life which means that this agency is in the right business. Since Cancer is a cardinal sign, meaning that it is a sign of leadership, UMTA should obtain considerable



stature, but the crab has a tendency to wiggle all over the place on its way to the top. The combination with Capricorn as a rising sign suggests a career of much persistence, hard work and slow and steady development through constant well-founded growth.

MOON: VIRGO eighth house

The moon in Virgo suggests that UMTA instinctively aims to serve the public and has its roots in that concept. The eighth house suggests ultimate fulfillment in providing service, its end being that alone. It may also suggest that UMTA's primary purpose may change, although it could be reborn with a new emphasis or direction. Again, the conservative, calculated and deliberate element suggests itself here.

MERCURY: GEMINI fifth house

Mercury being in Gemini suggests a communicative and active agency in relationship to its environment, with creative approaches in dealing with its constituencies. But it also suggests a degree of disorderliness, the capacity for working faster than most bureaucracies and with enthusiasm.

VENUS: CANCER sixth house

This suggests that UMTA should basically get along well with its constituents and be respected by them. However, there can be pettiness. Again, UMTA is in

the right business of public service in choosing to build its constituencies within that framework.

MARS: CANCER sixth house

Mars is an energetic, brilliant planet and being in the sixth house again suggests that UMTA is putting its energies in the right place. Apparently, there is a lot of positioning of planets in UMTA's sun sign, which has to be significant. In this instance, UMTA may direct itself toward building a solid foundation of programs and policies, along with establishing fluid relationships with constituents in the realm of serving the public.

JUPITER: VIRGO seventh house

This house is one of associations or partners, and Jupiter, the planet of possessions is found in that house. It is in the sign of Virgo. This does not necessarily suggest a great deal of power, since generally Virgo is a behind-the-scenes worker, but it suggests steadfast dedication to getting the job done. UMTA is likely to always be around providing public service, and in association with others, it could well prosper.

SATURN: ARIES third house

Saturn, the planet of discipline is in Aries, which rules one's self. The third house deals with communication. This suggests that UMTA's destiny

is to be in a leading role communicating its programs to the public. UMTA is in a good position to set the pace in mass transit policy and to get its message across.

URANUS: VIRGO eighth house

Uranus is the planet of change, often abrupt, and being in Virgo, this suggests that there could be an abrupt shift in direction for UMTA. Also being in the eighth house, that of death, doesn't bode exactly well on the surface, but the eighth house also represents regeneration. In some form, UMTA is likely to be at the vanguard effecting mass transit service to Americans for a long time to come.

NEPTUNE: SCORPIO tenth house

This suggests, on the negative side, an agency that might not always be on the level. The positioning in the tenth house, that influencing career direction and status, could be a little disturbing. On the other hand, there is suggested a wide reach of communication and good intentions plus a degree of dynamism.

PLUTO: VIRGO eighth house

Pluto, now generally considered the ruler of the underworld of death and regeneration, is found in the eighth house, again suggesting an unsettling alliance of endings. Also, its presence in Virgo, the sign of public service and the position of UMTA's moon again shows the configuration of planets uneasily centering around public service in Virgo as well as the eighth house of death and regeneration. That makes one wonder about the future. But UMTA's favorable aspects in having its Saturn in Aries, for instance and in the third house, suggests that this vital agency has purpose, energy, spunk, creativity, and discipline.

So, a cursory look at UMTA, a relatively conservative agency, according to its horoscope, shows a focus on hard work and serving the public. Not bad, for this government program, anyway.

Programs and Policies

Synopsis Issued on Executive Retreat

A synopsis of recommendations and follow-up actions stemming from the March 20-22 Executive Retreat has now been issued. The June 27 report describes the results of the group discussions (see *Transcript* May 15) and the recommendations they produced. It also refers to several concrete actions now underway. Among them: the appointment of several important task forces to come up with recommendations on management and organization issues; publication of a handbook, due for distribution in late August, on employee rights, responsibilities and privileges; a package of programs recommended by UPA, due September 1; recommendation for or against establishing an UMTA hotline, due September 1; Administration leadership



Richard Falknor was instrumental in bringing about UMTA's most comprehensive executive meeting to date. He is overseeing follow-up.

evaluation due September 1; development of a process for white papers on policies due September 1; a UPP conducted inventory of policy issues for use in development of white papers, and red tape review. Under further discussion are such proposals as: Mayoral and regional advisory committees, town

meetings, workshops, and the examination of internal responsiveness to the needs of UMTA employees.

The first retreat is regarded as a success in bringing together top officials to discuss UMTA's needs and problems. "It was a first step forward," said Administrator Page.

As follow-up in keeping communication open, a retreat of office directors is planned for the fall with a second executive-level retreat also on the drawing boards. "We now move into the most critical stage," said Richard Falknor, special assistant to the Administrator. "It's the recommendations and actions stressed in the synopsis that hold the keys to this agency's continuing evolution."

Executives are encouraged to discuss the report with their staffs, and comments from UMTA offices are needed.

Washington, D.C. :

UMTA Sponsored Joint Development Conference Draws Enthusiastic Rating



Adams sets the tone for a successful meeting.

A Joint Development Marketplace conference, June 26-27, sponsored by UMTA through the Urban Land Institute and Public Technology, Incorporated, was enthusiastically received by both participants and attendees. Six hundred people--three times what conference planners expected--came, representing 37 cities and nearly 100 private firms.

Secretary Adams highlighted the opening session which brought together representatives from transit, the cities, and private development and investment firms to discuss the joint development concept. In a stirring speech, Adams offered a challenge: "We're saying...everyone has a stake in the health of our urban places. We're saying to the private

sector: 'the momentum is swinging back to the city; join us in revitalizing urban life'."

Jack Watson, a top aide to President Carter, set the stage for the lead off panel of federal officials. The Administration's enthusiastic support raised both expectations and commitments of those in the audience. Watson said that

(continued on next page.)



Administrator Page and Chester Davenport (far left) view exhibit with exhibitor. "President Carter has made a commitment to joint development as a way to revitalize the cities. I believe that not only will joint development work but that transportation's role will be a major factor in its success," Page said.

Task Forces Appointed

The following lists task forces appointed to deal with some of the issues emerging from the Executive Retreat:

Personnel Documents
Doug Campion (Reg.IV)
Chairman
Pat Cass (UPM)
Rosie Kelly (UAD)
Jim Davis (UTA)
Bill Rhine (UTD)

Career Development
Robert McManus (UPM)
Chairman
Franz Gimmler (Reg. III)
Joe Sellick (UAD)
Rhoda Shorter (UCR)
Pete Benjamin (UTA)
Henry Nejako (UTD)
Roger Dierman (UOA) will provide staff support

Employee Relations
Hal Williams (UCR)
Chairman
Steve Lesiak (UAD)
Judy Kaplan (UPA)
Diane Pisano (UOA)
Jim McQueen (UPM)

Joint Development (cont'd. fr. pg. 8)

"joint development was an important part of the President's new urban initiatives.

Administrator Page was a member of an intergovernmental agency panel discussing relationship of government programs and their commitment to the President's partnership proposals. He led a contingent of UMTA officials including Margaret Ayres, UCC; Larry Schulman, UPP, and Franz Gimmler, Reg. 3.

A session, highlighting the June 27 meeting, focused on financial perspectives, in which the president of Morgan Stanley and vice presidents of Galbreath Mortgage Company and Real Estate Investments told the audience what financiers look for in investment opportunities.

Media coverage was good for the conference, and prospects are that more stories will result, thanks to the interest of conferees. In addition, city officials say that developers are already making plans to follow up with them on some of the proposed projects. Also, multiple agencies pledged further involvement in joint development.

North Americans Ride more Transit

APTA is jubilant these days, given its findings of increased ridership on U.S. and Canadian mass transit systems. Whether they be huge metropolitan areas such as Chicago, New York, Los Angeles, and Cleveland, or medium sized cities such as Vancouver, British Columbia, Rochester, New York, and Des Moines, Iowa, people are turning more and more to public transportation.

APTA sees the trend toward increased ridership on mass transit as reflective of changing consumer preferences since the 1973 oil embargo. For the past six years, there has been an increase of national ridership in the United States, and in 1977 alone, figures show an especially sharp rise.

APTA included its good news in its report to members of the 95th Congress now gearing up for floor consideration of S.2441 sponsored by New Jersey Senator Harrison A. Williams, and H.R. 11733, sponsored by New Jersey Representative James Howard. Practically every state has a city reporting a surge in mass transit ridership.

Surveys Show Growing Public Support for Mass Transit

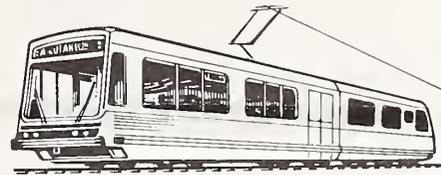
The American Public Transit Association (APTA) reports that polls show positive attitudes on the part of the public toward mass transit financial assistance and service. A March, 1978 Lou Harris poll shows two-thirds of those surveyed believe transit service should be updated and 58 percent favor increased Federal funding of mass transit systems.

The Hart Research Associates' in depth survey and one by the American Automobile Association also show growing public support of mass transit in 1978. These findings, in addition to general increases in ridership across the U.S. and Canada, point to a definite trend toward public awareness and appreciation for community mass transportation needs.

Where More Riders Are

The following is a list of cities, arranged by state, where ridership increases have been reported recently:

California: Los Angeles, San Francisco, San Mateo, Santa Ana, Santa Cruz; Florida: Melbourne, Miami; Idaho: Boise; Illinois: Champaign-Urbana, Chicago, Des Plaines; Indiana: South Bend; Iowa: Des Moines; Kansas: Topeka; Massachusetts: Boston, Brockton; Michigan: Lansing, Saginaw; Missouri: St. Louis; New York: Albany, Hudson, New York City, Rochester; North Carolina: Raleigh; Ohio: Cleveland, Cincinnati; Oregon: Portland; Pennsylvania: Pittsburgh; Utah: Salt Lake City; Washington: Olympia, Seattle; Wisconsin: Madison, Milwaukee.



NEWS IN BRIEF

Seattle, Washington:

First of New Model..... Morgantown Vehicles Completed by Boeing



Snipping the ribbon today on the four-wheeled package at the company's Developmental Center near Seattle, Washington, are Earle T. Andrews (left), president of the West Virginia Board of Regents, and Steven A. Barsony, director of the UMTA Office of Automated Guideway Transit Applications.

June 20--a ribbon-cutting ceremony marked completion of the first of 28 new vehicles being built here by Boeing Aerospace Company for the automated people mover system at Morgantown, West Virginia.

Boeing, under contract to the West Virginia Board of Regents, is responsible for equipment and for integrating all technical elements in the UMTA-funded expansion project.

The world's only automated transit system in an urban setting, the Morgantown people mover now connects the city center with two campuses of West Virginia University. It has carried 4½

million riders since entering public service in late 1975 and has achieved a reliability rate of close to 100 percent. The expanded system will extend to student dormitories and the university's Medical Center.

To the eye, the new vehicles appear identical to those in Morgantown's present 45-car fleet, but they embody a number of engineering improvements. The driverless cars are being delivered to Morgantown as part of an expansion program, bringing people mover service to more citizens.

PEOPLE IN TRANSIT

Welcome Aboard

Ms. Liburdi will, when sworn in become the second woman on the associate administrative level, the other one being Margaret Ayres, General Counsel. *Transcript* congratulates her on her selection. She comes to us from the Port Authority of New York and New Jersey (see *Transcript* June 20).



Consultant Ms. Lillian C. Liburdi selected Associate Administrator for Policy and Program Development, prepares to take over the responsibilities for developing UMTA's policies for program functions.

- Elsa Haupt, Equal Opportunity Specialist, Reg. II
- Rosemary Esquivel, Equal Opportunity Specialist, Reg. I
- Edward Neigut, Computer Specialist, UTD
- Samuel Austin, Supervisory Community Planner, Reg. IV
- Amanda Fields, Clerk-Typist, UCC
- Candace Noonan, Program Analyst, UTA
- David Baker, Contract Specialist, UAD
- Alissa Malone, Clerk-Typist Reg. IX
- Larry Burton, Supervisory General Engineer, Reg. V
- George Grainger, Supervisory General Engineer, Reg. IX
- Robert Stanley, Community Planner, UPM

Promotions

- Charles Scurr, Transportation Representative, promoted and reassigned to Reg. IV
- Sandra Knowles, Clerk-Typist, UAD
- Betty Watkins, Clerk-DMT, UAD
- David Levinsohn, Operations Research Analyst, UPM
- Gloria Saxton, Civil Engineer, UTA
- Doris Hartness, Clerk-Steno, Reg. IV

Summer Employees

- Angela Brock, Clerk-Typist, UAD
- William Walter, Research Assistant, UTA
- Yolanda Adkins, Summer Aide, Reg. II
- Ronald Wall, Research Assistant, Reg. II
- Linda Gordon, Research Assistant, UAD
- Mary Tyson, Clerk-Typist, Reg. IX
- Bonnie Berk, Research Assistant, UOA
- Cynthia Eastman, Clerk-Typist, Reg. IX
- Leanne Hogie, Clerk-Typist, UPP
- Kerry Finneran, Research Assistant, Reg. I
- Jeffrey Wright, Research Assistant, Reg. IX
- Carol Seigel, Administrative Aid, Reg. II
- Gerald Salzman, Research Assistant, Reg. III
- Daniel Brinza, Research Assistant, UOA
- Peter Speier, Research Assistant, UTA

Leaving

- Kathleen Stephens, Reg. II, resigned and will be moving to Washington, D.C.
- Edward Hawkins, Reg. I, resigned to accept a position with regional transportation agency in Colorado.
- Loretta Battle, UCC, going to GSA.
- Linda Freeman, UAD, going to ICC.
- Yvonne Terry, UPM, going FHWA.
- Joseph Clougherty, Reg. I.
- Lydia Swidran, UPP, going to the White House.
- Anita Smith, UAD, resigned and will be moving to Mobile, Alabama.
- Alison Kirby, UAD, retiring and returning to her home in Maibu, California.

Correction

Fred Williams, Program Analyst, UPP was listed as a new employee in the June 20 issue of *Transcript*. He should have been listed as a new permanent employee.

Selected

UMTA managed to place two among the 39 selections for this relatively new program to provide training in the skills of "executiveship." McQueen and Schulman will spend two years in the program, during which time they will receive at least two assignments outside of UMTA, and be instructed in a special session at the Federal Executive Institute in Charlottesville, Virginia.



Honored Here, James F. Cullen, Auditor for Region I, recipient of a Sustained Superior Performance Award. Presenting the Award on Behalf of Cullens prior employer, the Defense Contract Audit Agency is (left) Peter Stowell, Regional Director and (right) Peter Babachicos, Regional Audit Manager.



Larry Schulman



Jim McQueen

Larry Schulman, UPP, and Jim McQueen, UPM participants in the Federal Executive Development Program.

IN-BOX

International Toastmistress Club Comes to DOT Headquarters

The Golden Voices International Toastmistress Club has been established in DOT. The organization's purpose is to provide members with training in communication and leadership skills, including speaking, analytical listening, time management, assertiveness, and human relations.

If you get butterflies in your stomach and are afraid to speak before a group, Toastmistress Club can help you. "We want to get those butterflies to fly in formation," says Lorraine Kelly, who is responsible for bringing Toastmistress to *Transcript's* attention. She also states that Toastmistress is more than a forum for oral presentations--it helps to develop the total individual.

International Toastmistress Clubs (ITC) originated in the State of California and was chartered in October 1938 under the corporate laws of that state. Clubs are located in 26 countries and in all

50 states, and have a membership of over 20,000.

Membership is open to all regardless of occupation, age, sex, race, religion, citizenship or country of residence, but is limited to 30 members and there are only five vacancies. For information on what Toastmistress can do for you and how to become a member, contact Lorraine Kelley on extension 62370. Meetings are currently being held every Thursday (except the third Thursday of the month) in the Cafeteria conference room behind the cashier. Call Lorraine for the meeting place for the third Thursday of the month.

Training Digest

The following is a selection of courses and workshops to be conducted in the months ahead. Please let us know of any additional programs, and we will announce them in future issues. *Transcript*

will periodically run a training digest, giving you an idea of the variety of programs available.

The Civil Service Commission issues a quarterly interagency training magazine which features a calendar of courses. In addition, the U.S. Agriculture Department has a catalog of academic and training courses. For further information on other training programs, contact Steve Lesiak on extension 58070.



monies yet, so this money will be placed in a general training fund and given out on a first come first serve basis to any UMTA employee who has submitted a properly completed and approved UMTA Form 3000.1.

We too can Blow the Horn for Mass Transit

UMTA Public Affairs urges all UMTAs to blow the horn for public transportation whenever possible. Positive promotion of the need for more public support of mass transit is a definite responsibility of all those in UMTA who deal with the public. In our speeches, statements, and discussions, let's make the message clear. The Federal role responds to a need. The public supports it, but more awareness won't hurt.



Training Budget

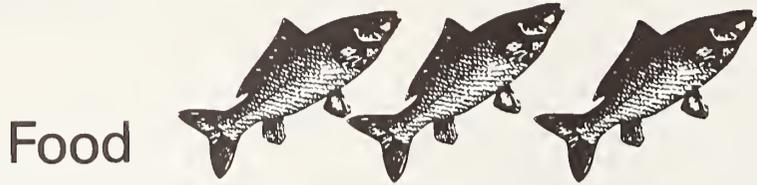
Just a reminder that the fiscal year is quickly coming to an end and the Annual Organizational Training Plan Report will be due. Some offices have not spent all of their allotted training

MONTHS	COURSE TITLES	DESCRIPTIONS	COST
Sept.	Simplified Procurement Methods and Techniques	Train personnel engaged in small purchasing operations on how to simplify procurement methods and techniques.	\$120
Sept.	Effective Letterwriting for management.	A workshop designed to aid managers who either write or review letters, using lectures, discussions, etc.	\$165
Sept., Oct.	Advanced Typing	To help increase typing speed and enable student to produce mailable copies, based on the needs of his office.	\$150
Sept., Nov.	Effective English for Secretaries Clerks, and Technicians	A review of English grammar and usage	\$120
Sept., Dec.	Administrative Officer Seminar	Participants will be involved in learning through practical application, lectures and workshops in management and behavioral sciences.	\$175
Oct.	Computer Technology Update	A three-day seminar designed to address current concepts in data process.	\$240
Oct., Nov., Dec.	Working with Numbers	Trains employees to see, remember, and transfer numbers correctly and quickly without errors.	\$100
Oct., Nov., Dec.	Systems Analysis for Computer Programmers	For computer programmers who are preparing assignments in ADP systems analysis or deal with systems analysts or user personnel.	\$260
Oct., Jan.	Fundamentals of Written Communication	Designed to increase participants' working knowledge of writing techniques and apply knowledge to writing on the job.	\$120
Nov., Feb., May, Aug.	Leadership and Women (open to women and men)	Will help people who want to develop interpersonal and organizational skills needed for effective leadership in higher level positions.	\$200

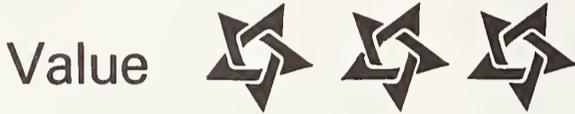
FEAST or FAMINE



GSA Cafeteria



Note: 4- Excellent 1-Poor
3-Good 0-Unspeakable
2-Fair



Since GSA has a lot to do with many of the government's cafeteria services, might not its own eatery be a model?

It almost is. Although windowless, the cafeteria's atmosphere is pleasant and its blue and white decor is easy on the hurried lunch bunch visitor.

GSA offers speedy service, good food, convenient lines, and still reasonable prices.

A few months back GSA issued a notice urging government employees to patronize their cafeterias. If that wasn't done, GSA would be forced to close some doors. We don't know if GSA is on the list of endangered cafeterias... but we think it is desirable enough to stay open. If you're looking to eat in an agency cafeteria, this is one of the best.

Tell Us Where to Eat

Transcript would welcome any suggestions for review in this column along with submissions with or without bylines. We want to know where we should eat wherever we go, and given the presence of UMTA in 10 other cities, we suspect there are many places around the country that could use either promotion or the black list. Let us know.

Coming: DOT Fall Golf Tournament- Second Tuesday, September 26, 1978- Andrews AFB Golf Club

TOURNAMENT REGISTRATION \$3.50

GREENS FEE \$6.50

ELECTRIC CART \$8.80 SINGLE
\$4.40 DOUBLE

(PLAYERS MAY USE PULL CARTS OR CARRY THEIR CLUBS)

**TEE-OFF BEGINS AT 7:30 AM WITH FOURSOME FOLLOWING EVERY 8 MINUTES.

**RESERVE YOUR TEE TIME BY PAYING YOUR REGISTRATION FEE(S) ASAP. REMEMBER, THE EARLIER YOU RESERVE YOUR TEE TIME THE EARLIER YOU WILL TEE-OFF.

**ALL FEES MUST BE PAID BY TUESDAY, SEPTEMBER 12, 1978.

**TO RESERVE YOUR TEE TIME CONTACT ONE OF THE FOLLOWING REPRESENTATIVES:

Representative	Extension	Bldg. & Room			
Gil Butler	60090	TRPT, 6426	Len Bosin	63076	TRPT, 1611
Jim Gilkey	62834	TRPT, 3304	Jim O'Connor	64004	Nassif, 9304
Henry Newport	60570	Nassif, 3326	Al Rockwell	62947	TRPT, 3100
			Charles Kolsky	60466	Nassif, 3100
			A.E. Rodriguez	64018	TRPT, 6204

COMPLETE AND DETACH

REGISTRATION FORM

NAME(s)

TELEPHONE EXT.

TEE TIME DESIRED

REGISTRATION MADE THROUGH _____ DATE _____